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## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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50X1-HUM

S-E-C-R-E-T

COUNTRY East Germany

REPORT

SUBJECT Construction Work at Stendal Airfield

DATE DISTR.

4 NOV 1957

ENCLOSURE ATTACHED

NO. PAGES

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REFERENCES

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

Stendal airfield which gives information on the following: (1) Conc report on 50X1-HUM, 1957  
(2) Completion dates, (3) Personnel, (4) Readiness platform at the western end, (5) Fuel dumps, and (7) Main fuel dump road. A sketch showing the measurements and layout of the readiness platform, at the western end of the airfield, is also included.

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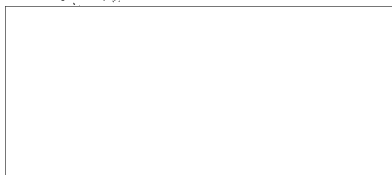
## EAST GERMANY

### AIR

50X1-HUM

#### CONSTRUCTIONAL DEVELOPMENTS AT STENDAL AIRFIELD

(end of September 1957)



#### 1. Concreting

- (a) The main runway is now complete.
- (b) The northern parallel taxi-way is complete.
- (c) The Eastern 50 m. wide hard standing is complete, except for 5 or 6 concrete sections.
- (d) All connecting ways between the main runway and the taxi-way are complete.
- (e) The fuel dump road, which connects the taxiway with the existing clinker-laid apron for the fuel dump is complete except for a few metres at the northern end.

#### 2. Completion Dates

The original target date for completion of all concreting work was the middle of September. The recent rainy weather has caused an extension of 14 days to this target date.

#### 3. Personnel

ITB BRANDENBURG personnel, with their tracked vehicles, are doing all the concrete laying.

In addition a detachment from VEM is now working on the airfield.

- 4. Some of the tracked vehicles belonging to ITB BRANDENBURG will remain on the airfield after the 1st October to help with the levelling work on the airfield surface to be grassed.

#### 5. Readiness Platform at west end of Airfield

The dimensioned sketch attached gives the measurements and lay-out of the Readiness Platform at the western end of the airfield.

#### 6. Fuel Dumps

- (a) The fuel installations south of hangars 2 and 3 will remain in situ.
- (b) The installation near the rail spur just to the north of hangars nos. 2 and 3 is not, as at first believed, a pumping station, but was the main transformer station for the old airfield. It is not known whether this transformer station is still in use or indeed whether the equipment is still in the building.



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- (c) When the old German Luftwaffe occupied the airfield, a fuel pumping station known as "Pumpstation Bauhof" was situated along the southerly rail spur. This station was dismantled and completely removed many years ago by the Soviet Airforce.
- (d) No new fuel pumping station is to be built. Fuel will be brought directly  to the storage tanks in the main depot.
- (e) Further fuel storage installations comprising permanent tanks are rumored to be situated to the south of the airfield, north of ÜNGLINGEN, near the former rifle range.
- (f) There has been no constructional activity in September on the former fuel dump between hangars Nos. 2 and 3.

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## 7. Main Fuel Dump Road

- (a) The main fuel dump road starts in a northerly direction from section No. 50 of the 50 m. wide hard standing. The total length of the road between this hard standing and the beginning of the clinker apron is about 230 m.
- (b) About 20 m. short of the northern end of the road,, a cable duct has been installed, running from east to west. No cables have so far been put in.

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